

PARKING REQUIREMENTS:

PARKING REQUIREMENTS (TABLE 8.10-1)		
UNIT TYPE	MIN	MAX
Studio	0.75/ Unit (<600 sf)	1/ Unit
One Bedroom	1/ Unit	1.25 / Unit
Two Bedroom	1/ Unit	2 / Unit
Type A Loading Space (25' x 10')	2 (>40 UNITS)	
UNIT COUNT	MIN	MAX
Studio/ Open One Bedroom (20 UNITS)	x 0.75 / UNIT = 15	x 1 / UNIT = 20
One Bedroom (53 UNITS)	x 1 / UNIT = 53	x 1.25 / UNIT = 67
Two Bedroom (37 UNITS)	x 1 / UNIT = 37	x 2 / UNIT = 74
PARKING REQ'D (BEFORE EV CREDIT) =	105 MIN	161 MAX
ELECTRIC VEHICLE STATION CREDIT =	5	
TOTAL PARKING REQUIRED	100 MIN	161 MAX

PARKING PROPOSED:

PARKING STALL TYPE	SIZE	TOTAL	% TOTAL
COMPACT	16'-0" x 8'-0"	63	58.2%
MICRO	12'-0" x 7'-0"	5	4.5%
STANDARD	18'-6" x 9'-0"	42	37.3%
		110	100%

ADDITIONAL PARKING REQUIREMENTS (FIGURE 8.20-1)

SIZE	L x W	% ALLOWED
Standard	18'-6" x 9'-0"	100%
Compact	16'-0" x 8'-0"	60% MAX
Micro	12'-0" x 7'-0"	5% MAX
Parallel	20'-0" x 7'-0"	

TANDEM PARKING (8.13.B.9)

Max allowed:	50% of total
Provided:	11 / 110 = 10%

BICYCLE PARKING:

Required :	22 (0.15 spaces / bedroom (149))
Provided:	42

MOTORCYCLE PARKING (8.12.A.2)

Required:	1 per 36 of parking spaces = 36/ 110 = 3.3
Provided:	3

ELECTRIC VEHICLE CHARGING STATIONS (8.13.B.11)

May be provided to reduce parking requirements by number of stations provided; up to 5% of total parking required.

Provided:	5 (4.5% OF TOTAL)
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LOADING SPACES (TABLE 8.16-1)

Required:	2 Total (over 40 units)
Provided:	2 (TYPE A)

PARKING DESCRIPTION:

OVERVIEW

The project aims to feature a multi-use transportation strategy to best serve its tenants in the near and distant future as transportation needs evolve. The development aims to act as a pilot project for multifamily residential buildings of this size to encourage active integration and use of all transportation method available. Surface parking in conjunction with close proximity to frequent public transportation, an oversized bike room with amenities, motorcycle parking, and potential partnerships with car sharing companies will be available for tenants to tailor their use to the many available options. The project is looking towards current trends of car sharing (Zip Car, Car-2-Go) and the mobile taxi trends (Uber, Lyft) as additional ways residents will opt out of car ownership. The project location is perfectly suited for all of these alternative means of car ownership as its proximity to commercial shopping and services, food and beverage, and local attractions will have very short trip times. In a recent meeting hosted by the City of Issaquah with sustainability consultant Fermata, it was discussed that in the not so distant future, much of the proposed parking would not be utilized due to people's awareness of the negative impacts of car ownership and all of the alternative transportation options available to them. The negative environmental impacts of car ownership is also reflected in the Central Issaquah Development Standards as it has codified reduced parking infrastructure in the Central Area from the previous Municipal code requirements, and added dedicated bike lanes to many of its major road standards. Additionally, the zoning intent of the area as Mixed Use Residential is intended to "locate housing in close proximity to a range of urban services, to facilitate transportation alternatives and encourage pedestrian access" (IMC 18.06.100.F.4). The multi-use transportation approach of the project strongly promotes the City's sustainable goals as a way to protect the natural environment.

VEHICULAR PARKING

The project proposes a 1:1 parking to unit ratio which exceeds the Central Issaquah Design Standards for the unit mix proposed. All parking is proposed to be surface parking with a mix of standard, compact, and micro stall sizes per city standards. All parking is accessed from an internal two-way drive with thru circulation with driveway entrances off of 7th Ave NW and NW Locust St. The twelve tandem stalls proposed will be assigned to multi-bedroom units and the arrangement and sizes meets all city standards. The project is conducting a Traffic Impact Analysis Study to address potential vehicular impacts of the development. In addition to off-street parking, the project will undertake improvements on 7th Ave NW that includes a widening of the R.O.W and addition of a dedicated parking lane. With 450' of street frontage along 7th Ave NW, the project assumes approximately 15 additional street parking stalls directly in front of the project. These additional stalls are not included in any calculations, but are a recognized addition to accommodate additional parking demands.

PUBLIC TRANSPORT

The project is conveniently located within ¼ mile of several major local and regional bus routes. From the bus stop at 7th and Gilman, a 5 minute walk from the project, routes 200, 208, 214, and 271 serve all of the local Issaquah commercial areas, and regional areas of Downtown Seattle, University District, Bellevue, Mercer Island, Snoqualmie, and North Bend. The Issaquah Transit Center is located ¾ mile to the west, a 5 minute bike ride or 20 minute walk away. The proximity to frequent public transportation further encourages residents to forgo car ownership and utilize alternative means of transportation.

CAR SHARING

The owner is involved in ongoing discussions with local car sharing companies Zip-Car and Car-2-Go to provide dedicated parking for the car sharing program to encourage residents to use these services as alternate means to car ownership. Additionally, mobile app taxi services such as Uber and Lyft have proven to be safe and much more user friendly than traditional taxi services. These are a few of the reasons that these services had been wildly popular and usage is widespread among all demographics.

BIKE STORAGE

In addition to vehicular parking, the project proposes over 2x the code required amount of bike storage. In addition to the increased capacity, other user friendly amenities are proposed such as a bike washing and maintenance station. The bike room is served by the central entry, separate from the main entry and is located just off of the Juniper Trail. The convenient access to the bike room, useful amenities, and proximity to the Juniper trail will encourage users to use this alternative means of transportation and avoid ever increasing traffic congestion.

PUBLIC BIKE RENTALS

Per recent meetings with the City of Issaquah sustainability team, the project will monitor the City's proposal to provide public shared use bike rentals throughout the city. The project proposes to collaborate with the City to provide on-site facilities for city use public bike rentals.

PARKING DESIGN CRITERIA NARRATIVE:

CHAPTER 8 - PARKING

- 8.4 TRANSPORTATION MANAGEMENT PLAN - Project will include a TMP linked to the final building unit mix / parking layouts and desired transportation program objectives.
- 8.7 MAINTENANCE - All parking facilities on-site will be maintained by the property owner.
- 8.8 / 15 REQUIRED VEHICULAR SPACES - All parking quantities will be provided per City codes. All barrier-free parking spaces shall be provided per IBC / City codes.
- 8.10 TABLE OF VEHICULAR SPACES - On-site parking will be targeted to exceed City minimum standards.
- 8.11/12 BICYCLE / MOTORCYCLE PARKING - All bicycle and motorcycle parking will be provided per City codes.
- 8.13B9 TANDEM PARKING - Tandem parking stalls are proposed for serving multiple-bedroom dwelling units. Quantities and arrangement/ sizes of tandem parking shall be provided per City codes.
- 8.13B11 ELECTRIC VEHICLE CHARGING - EV parking stall quantity / locations will be provided. Any proposed parking quantity reductions shall be calculated per City codes.
- 8.16 LOADING SPACES - Two Type A loading spaces and the requisite overhead clearance will be provided per City codes.
- 8.18 PARKING STALL DESIGN STANDARDS - All parking stalls shall be designed per City codes.
- 8.19 ADMINISTRATIVE ADJUSTMENT OF PARKING STANDARDS - No AAS for parking stall sizes anticipated to be required.
- 8.20 DRIVE AISLE DIMENSION STANDARD - All interior drive aisles shall be provided per City codes.

CHAPTER 15 – PARKING DESIGN

15.2 GENERAL STANDARDS

The surface parking lot has been located and configured to be have a minimized appearance from the public R.O.W. The driveway access has been carefully located to minimize the impacts on the 7th Ave NW and NW Locust Streets. A through drive configuration is proposed to distribute entry and egress so to minimize queuing. Parking lot landscaping is provided to soften the paved area and visually break up the parking areas. A majority of the parking is located beneath the podium building above to further reduce the impact of a surface parking lot.

15.4 STANDARDS FOR SURFACE PARKING

The surface parking lot will have a wide landscaped edge that will allow large canopy trees for shade and visually screen the lot from the adjacent property to the West. Paving areas are reduced by utilizing a two-foot vehicular overhang with landscaping at the parking stall head. Low impact Stormwater management elements will be implemented to reduce run off impacts and promote sustainable water management efforts.

15.5 BICYCLE PARKING

An oversized secure bike room is provided adjacent to the Juniper Trail. The bike room will provide over 2x the required bike storage and other useful amenities such as a maintenance station. The location of the bike room is adjacent to the building entrance.

ISSAQUAH APARTMENTS

955 7th Avenue NW
Issaquah, WA 98027

ISSY 7TH AVE, LLC

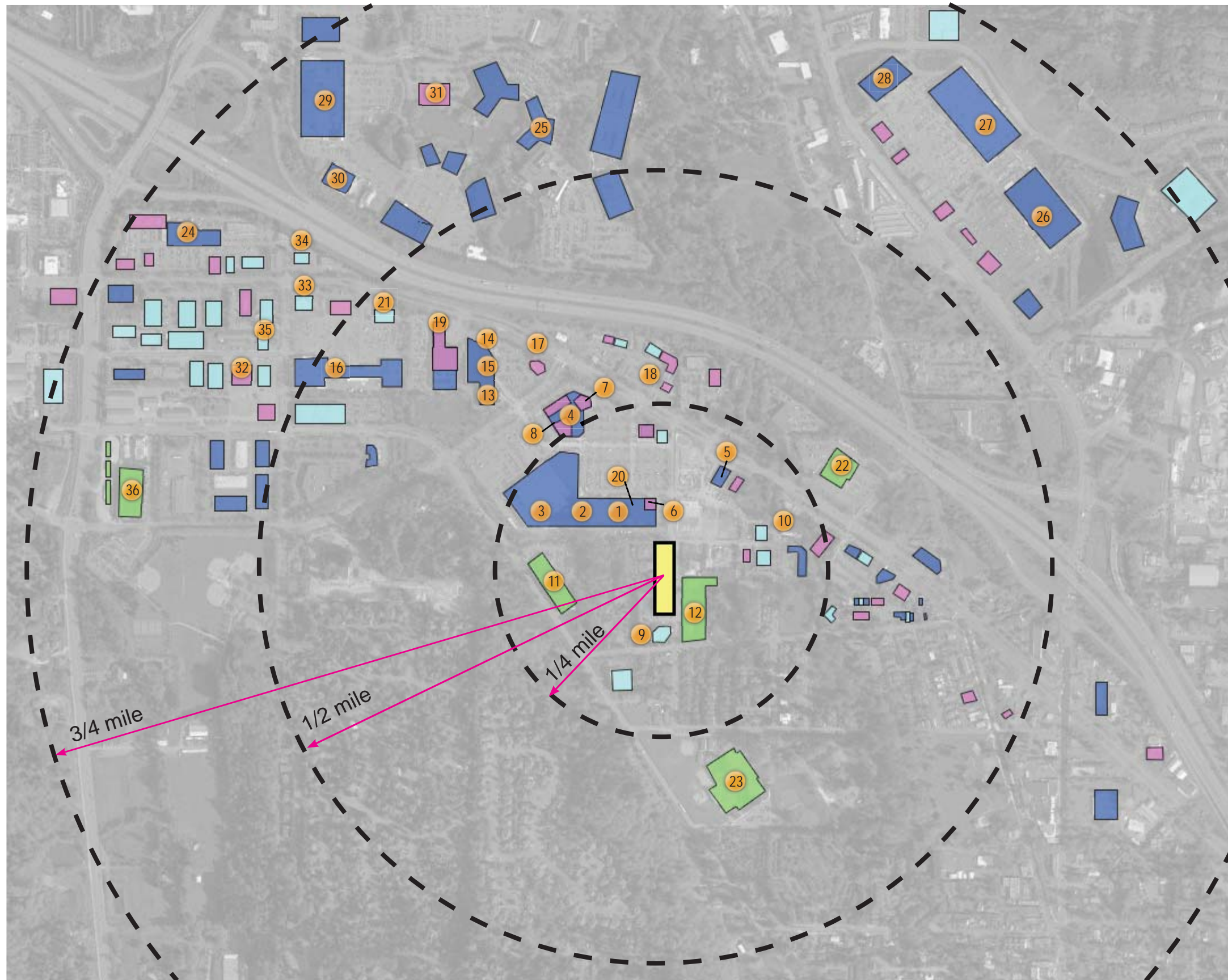
SITE DEVELOPMENT PERMIT
4/19/2016

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DEVELOPMENT PATTERN

NEIGHBORHOOD DEVELOPMENT WITHIN 1/4 MILE

- | | |
|--------------------------|---------------------------|
| RETAIL | COMMERCIAL |
| 1 SAFEWAY | 9 ISSAQUAH DENTAL ARTS |
| 2 REI | 10 KEY BANK |
| 3 TARGET | |
| 4 BED BATH AND BEYOND | PUBLIC AMENITIES |
| 5 O'RIELY AUTO PARTS | 11 KING COUNTY LIBRARY SC |
| | 12 AT WORK! |
| FOOD AND BEVERAGE | |
| 6 STARBUCKS | |
| 7 CHIPOTLE | |
| 8 PANERA BREAD | |

NEIGHBORHOOD DEVELOPMENT WITHIN 1/2 MILE

- | | |
|---------------------------|-------------------------|
| RETAIL | COMMERCIAL |
| 13 TRADER JOES | 20 BECU |
| 14 PETCO | 21 BANK OF AMERICA |
| 15 ROSS | |
| 16 SPORTS AUTHORITY | PUBLIC AMENITIES |
| | 22 US POST OFFICE |
| FOOD AND BEVERAGE | INSTITUTIONAL |
| 17 WILDFIN AMERICAN GRILL | 23 ISSAQUAH VALLEY |
| 18 BIG FOOT JAVA | ELEMENTARY SCHOOL |
| 19 TACO TIME | |

NEIGHBORHOOD DEVELOPMENT WITHIN 3/4 MILE

- | | |
|--------------------------|----------------------------|
| RETAIL | COMMERCIAL |
| 24 QFC | 33 CHASE BANK |
| 25 COSTCO | 34 WELS FARGO |
| 26 HOME DEPOT | 35 US BANK |
| 27 FRED MEYER | |
| 28 BEST BUY | PUBLIC AMENITIES |
| 29 LOWES | 36 ISSAQUAH TRANSIT CENTER |
| 30 PETSMART | |
| FOOD AND BEVERAGE | |
| 31 RED ROBIN | |
| 32 GASLAMP BAR & GRILL | |

MAP LEGEND

- | | |
|--|--|
| RETAIL | COMMERCIAL |
| FOOD AND BEVERAGE | PUBLIC AMENITIES |

ISSAQUAH APARTMENTS

955 7th Avenue NW
Issaquah, WA 98027

ISSY 7TH AVE, LLC

Site Development Permit
April 19, 2016

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PUBLIC TRANSPORTATION AND TRAILS

BUS ROUTES WITHIN 5 MIN WALK
(7TH AVE NW AND GILMAN BLVD)

- ROUTE 200
Weekdays every 35 min.
Local route through Issaquah
- ROUTE 208
Weekdays every 2 hours 15 min.
Regional route to Snoqualmie and North Bend
- ROUTE 214
Weekdays every 10-20 min.
Regional route from Issaquah through Mercer Island to Downtown Seattle
- ROUTE 271
Weekdays every 30 min.; weekends every 30 min.
Regional Route from Issaquah through Bellevue

BUS ROUTES WITHIN 18 MIN WALK
(ISSAQUAH TRANSIT CENTER)

- ROUTE 269
Weekdays; every 20-30 min.
Regional Route from Issaquah through Bear Creek to Overlake
- ROUTE 554
Weekdays every 20 min.; Weekends every 30 min.
Sound Transit route from Redmond through Issaquah to Downtown Seattle
- ROUTE 555
Weekdays every 20 min.
Sound Transit route from Issaquah through Bellevue and University District to Northgate
- ROUTE 556
Weekdays every 30 min.
Sound Transit route from Issaquah through Bellevue and University District to Northgate

MAP LEGEND

- PUBLIC TRAIL
- BUS ROUTE
- DIRECT PEDESTRIAN/ BIKE ROUTE FROM SITE

